

January 15.

HAVE SAILED. FOR HOME.

All But Three of Herring Fleet Now on the Way.

SCH. BRITANNIA IS FLOATED.

Two Nova Scotia Frozen Herring Schooners Are Lost.

The Bay of Islands, N. F., herring season is practically over and all but three of the fleet have left the bay, bound home.

A despatch to the state department dated yesterday says that the fleet are all supposed to have sailed but three and that the season is over. Mr. A. B. Alexander, who has represented the government there during the whole season, left Birchy Cove, for Gloucester last night. The despatch also says that the Potomac, before sailing for North Sydney, C. B., towed sch. Saladin off the rocks, floating her.

As stated yesterday, in the Times, it was known that the Potomac assisted in floating the Saladin, but it was not known to what extent her services were rendered. It appears from the government despatch that she was the means of saving the vessel.

It is supposed here that the three vessels now left at Bay of Islands are schs. M. B. Stetson, T. M. Nicholson and Elizabeth N.

A despatch from Channel, N. F., confirms the dispatch regarding the season being over, saying that all the vessels have left and that the arms of the bay are frozen over.

Dispatches from Port au Port, N. F., to Halifax state that schs. Ontario and Burnham, bound from Bay of Islands, N. F., for Halifax with frozen herring, have gone ashore near Port au Port, N. F., and are likely to prove total losses. The Ontario hails from Lunenburg, where she was built in 1839, and registers 89 tons net. The Burnham is also a small Nova Scotia craft.

The British sch. Britannia, bound from Newfoundland for Boston with a cargo of salt herring, which went ashore off Lunenburg, N. S., last week, was floated Sunday, after 500 barrels of her cargo had been taken off. She was placed in the marine ship at Lunenburg, and it was found that she had a small hole in her bottom and that a portion of her keel was gone. Temporary repairs will be made at Lunenburg.

The Britannia has had a hard trip all the way along.

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DAILY TIMES FISH BUREAU.

Today's Arrivals and Receipts.

Sch. Judique, Bay of Islands, N. F., 1200 bbls. salt herring, 100 bbls. frozen herring.

Today's Fish Market.

These prices are based on the last known sales.

Eastern "halibut" codfish, \$5.25 per cwt. for large and \$4.12 1-2 for small.

Bank halibut, 10 cts. per lb. for white and 8 cts. for gray.

Splitting prices of fresh fish: Large Eastern cod, \$2.87 1-2; medium do., \$1.75; large Western, cod \$2.87 1-2; medium do., \$1.75; haddock, \$1.10; cusk, \$1.75; hake, \$1.40; pollock, 95 cts.

Salt headline Georges codfish, \$5.25 per cwt. for large, \$4.25 for medium.

Salt Trawl Georges codfish, \$5.00 for large \$3.50 for medium.

Salt hake, \$2.00.

Salt haddock, \$2.03.

Salt cusk, \$2.25.

Salt pollock, \$1.75.

Newfoundland salt herring, \$4.25 per bbl.

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Boston.

Sch. Ellen F. Gleason, 10,000 haddock, 2500 cod.
Sch. Stranger, 5000 haddock, 1000 cod, 1000 hake.
Sch. Manomet, 5000 haddock, 1000 cod, 2000 hake.
Sch. Mary E. Cooney, 7500 haddock, 7000 hake.
Sch. Mettacommet, 25,000 cod.
Sch. Morning Star, 35,000 haddock, 15,000 cod, 6000 cusk.
Sch. Buema, 7500 haddock, 2000 cod, 2000 hake.
Sch. Frances P. Mesquito, 9000 haddock, 4000 cod, 9000 hake, 1000 cusk.
Sch. Mary T. Fallon, 6000 haddock, 2000 cod.
Sch. George E. Lane, Jr., 27,000 cod.
Sch. Walter P. Goulart, 6000 haddock, 1000 cod.
Sch. Viking, 1500 haddock.
Sch. Motor, 7000 cod.
Sch. Yankee, 20,000 cod.
Sch. Teresa and Alice, 7000 haddock, 3000 cod, 5000 hake, 5000 cusk.
Sch. Mystery, 30,000 haddock, 10,000 cod, 6000 cusk.
Sch. Maud F. Silva, 5000 haddock, 1000 cod.
Sch. Romance, 30,000 haddock, 10,000 cod.
Haddock, \$1.60 to \$3.50 per cwt.; large cod, \$4 to \$4.50; market cod, \$2 to \$3; hake, \$2 to \$4; pollock, \$3.50; cusk, \$1.50.

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FISH FIGURES.

Rockport Has \$105,318 Invested in Industry.

Lynn and Manchester Also Inter- ested in Fisheries.

Manchester, which was once a fishing port of considerable note, has not lost all its interest in the industry. According to the recent decennial state census, over \$10,000 value of sea products were marketed from this port in 1905 and by a few men.

The report among other things shows that \$11,150 is invested, there are three vessels valued at \$1275, four dories valued at \$339; buildings and fixtures, \$600; land, \$400; apparatus, \$7051; products, \$7527, including 70 barrels of alewives valued at \$140; 31,500 pounds of cod, \$938; 500 pounds of eels, \$50; 5000 pounds of flounders, \$100; 500 pounds of haddock, \$15; 150 barrels of hake, \$113; 86,000 pounds of hake, \$955; 1100 barrels of herring, \$2240; 6000 mackerel, \$660; 2316 dozen of perch, \$3397; 78,000 pounds of pollock, \$1404; 3000 pounds of shad, \$120; 4000 shad, \$400.

Fish products yielded \$88; shell fish \$244. There were 9412 lobsters taken valued at \$2404, and 24 persons were engaged in the business.

According to the same census, Rockport fisheries represent an investment of \$105,318, the cash capital, etc., being \$81,030; vessels 35, valued at \$59,805; boats other than dories, 19, valued at \$2035; dories, 143, valued at \$3195; apparatus, \$19,820.

The products were valued at \$185,483, the fish receipts being 2,878,000 pounds of cod valued at \$77,442; 120 pounds of cusk, \$2400; 2,106,000 pounds of haddock, \$53,400; 594,500 pounds of hake, \$7448; 39,000 pounds of halibut, \$4245; 385 barrels of herring, \$650; 5000 herring, \$500; 198,750 mackerel, \$19,750; 851,500 pounds of pollock, \$13,698; 68,800 pounds of swordfish, \$5672; 50 barrels of whiting, \$50.

The fish products were valued at \$2450; 36,900 lobsters were landed valued at \$9495, and preserved living fish for shipment valued at \$22,300.

The pickled fish was valued at \$20,050.

There were 76 persons engaged in the fisheries, one of the parties being a female, and

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FISH FIGURES.

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the vessels employed 118 men, 74 of whom were American residents, six Canadian and British provincial residents, and 38 Portuguese.

Lynn has a fish industry in which \$40,000, is invested, and yielded in 1905 nearly \$24,000.

According to the last census there were 26 men engaged in the business who owned five vessels, 17 dories, and six other boats, valued at \$40,037. Their buildings and fixtures were only worth \$485, their combined cash capital was only \$75, and their land holdings were valued at but \$100. Their apparatus consisted of baskets, diggers, pails, forks, poles, spears, hand trawls and trawl lines, dip, drift and stationary nets, eel, lobster, and perch pots; cockle traps, trawls and wraps.

With this equipment these men caught 12,500 pounds of carp worth \$700; 34,250 pounds of cod worth \$1184; 1550 pounds of eels worth \$124; 1000 pounds of flounders worth \$60; 15,000 pounds of haddock worth \$450; 40,000 pounds of swordfish worth \$2400; 870 barrels herring worth \$2100; 30,000 mackerel worth \$3000, and 1250 dozen perch worth \$125. As a by-product there were 90 barrels of fish livers worth \$225. They also obtained 12,300 bushels of clams worth as many dollars. 118 bushels of cockles worth \$318, 500 crabs worth one cent each and 3800 lobsters worth \$1048.

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ANNUAL REPORT

Of Boston Fish Bureau Contains Much of Interest.

Facts and Figures from 32d Annual Document.

The 32d annual report of the Boston Fish Bureau has been issued, and contains a resume of all branches of the fishing business and some valuable statistics, the whole being the work of Mr. F. F. Dimick, the energetic secretary of the bureau.

From the report, we quote the following paragraphs which will be found of interest:

Quite a few Irish mackerel were held over from last season and the market declined on these fish, especially after the reports were received of the catches of medium mackerel in Nova Scotia, as it was then thought that the fall catch of Irish fish would come upon the market at the usual time, but this did not prove the case, and the autumn fishery in Ireland was almost a total blank.

It would seem, judging by the past few years, that the fall fishery in Ireland is growing later each year, and up to the present time it shows a decided shortage over last season.

The catch in Norway was 27,000 barrels sea packed, or about 20,000 barrels packed for export. Some, however, were landed in Sweden, which would bring the total export barrels from Scandinavia to 25,000. The Norwegian catch comprised a very few bloaters, also a small percentage of No. 1s, No. 2s, and No. 3s, the principal part of their catch or about 65 per cent. being No. 4s.

On account of these light catches reported, the market took a decided turn for the better the latter part of the year.

Groundfish—These fish have been in good supply, especially codfish, and the demand has also been good. The fleet that supplied the Boston market numbered 384, of which 269 were vessels, one steam otter trawler, and 115 boats of various kinds.

The receipts direct from the fishing fleet compared with 1905 have been as follows:

	1906. Lbs.	1905. Lbs.
Haddock.....	47,724,050	52,700,650
Cod.....	27,393,650	24,872,200
Hake.....	7,629,800	9,516,500
Cusk.....	1,326,000	2,075,600
Pollock.....	310,000	4,481,200
Halibut.....	42,250	548,780

Total..... 86,956,350 94,194,930

Some of the best stocks were sch. Mary C. Santos, Capt. Manuel C. Santos, \$36,000; sch. Mary E. Cooney, Capt. Frank Cooney, \$31,000; sch. Sadie M. Numan, Capt. Frank Numan, \$26,955; sch. Belbina P. Domin-

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goes, Capt. Emanuel Domingoes, \$25,600; sch. Benj. F. Phillips, Capt. Michael Powers, \$21,000.

The total catch of fresh mackerel was 35,240 barrels against 49,912 barrels in 1905.

The receipts from Nova Scotia show an increase over last year, 1457 barrels against 8359 barrels in 1905.

The world's catch of salt mackerel for 1906 was 99,137 barrels, against 185,094 barrels in 1905.

The receipts of fresh haddock, codfish, hake, cusk, pollock and halibut at Boston landed direct from the fishing fleet were as follows:

Year.	No. of trips.	Pounds.
1898.....	3,489	47,887,515
1899.....	3,866	57,315,745
1900.....	3,721	56,549,050
1901.....	4,403	53,842,416
1902.....	3,981	72,346,248
1903.....	3,781	74,039,865
1904.....	4,056	75,428,870
1905.....	3,832	94,194,930
1906.....	4,185	86,056,350

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MAY COME HERE.

Commission May Be Formed To Take Evidence First Hand.

R-garding Shipping of Newfoundlanders on Our Vessels.

Speaking of the big spurt of herring, previous to their scarcity last week, the Bay of Islands Western Star says:

"During the past fortnight there was never known to be such a large body of herring in Middle Arm. Whether nets were set in deep or shallow water, they all secured good hauls. At one time every vessel had scaffolds and decks covered with fish, waiting for frost to freeze them, but the weather continued mild for such a long time that thousands of barrels prepared for frost had to be salted down. It was estimated that on December 28 there were over ten thousand barrels of herring spread to freeze. There was a scarcity of salt among the fleet, and they did not want to salt down more than they could possibly help."

"Since New Year's day the following vessels are among those that have loaded: Sceptre, Dauntless, Priscilla Smith, Gossip, Corsair, Colonial, Patrician, Corona, Parthia, Titania, Saladin, A. E. Whyland, Norma, Madonna, Oregon, Helen F. Whitten, Judique, Helen Vair, Nightingale and Minnie J. Smith. Most of these vessels have sailed for American ports.

The Star of January 9 says: "Lieut. Carter, of H. M. S. Brilliant, came from St. John's December 28, to confer with Commissioner Alexander on the closing scenes of the herring fishery. He returned to St. John's by Monday's train.

"The United States naval tug Potomac, having finished her work here, sailed for New York on December 27. During the festive season she had native fir trees on both masts and one on her stern, the latter being decorated with Bay of Islands herring and potatoes. As the steamer hailed off from Bagg Bros. wharf, her crew, captains of vessels and a number local fishermen going to Middle Arm on her, lined up the deck and cheered heartily for Mr. Alexander, thus showing their appreciation for that gentleman's services during the fishing season."

"While the steamer Potomac was lying in Middle Arm, Christmas night, one of her crew, James Mabrey, fell overboard and was drowned. Just after midnight he came out of the boatswain's locker, to go aft, when he slipped on the icy deck and fell through the gangway into the water. The quartermaster on watch saw him fall, and immediately went to his assistance, but before he could reach him, Mabrey sank, and the strong current swept him underneath the ship. He was not seen afterwards. Three boats were manned, and a search made for the body, but their efforts were unsuccessful. Mabrey, who was an oiler on the Potomac, was a single man and a native of Virginia."

A dispatch from St. John's, N. F., dated yesterday says:

"The supreme court today again adjourned the hearing of argument in the herring fishery appeal case in order to determine if it were permissible to form a commission to take evidence at Gloucester, Mass., respecting the terms upon which the Newfoundland fishermen had shipped on board the American herring vessels outside the three-mile limit."

"Ordinary evidence taken by a commission cannot be admitted in a criminal case, but such international importance attaches to this case that the possibility of contrary action is being carefully considered."

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MONSTER HADDOCK.

Sch. Mary E. Cooney Landed One Weighing 17 1-2 Pounds.

Sch. Mary E. Cooney, Capt. Frank Cooney, which arrived at T wharf, Boston, yesterday, brought in with her fish one of the largest haddock ever seen at the wharf. The fish was weighed in the store of the firm that bought the trip, and brought down the scale beam at exactly 17 1-2 pounds.

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DAILY TIMES FISH BUREAU.

Today's Arrivals and Receipts.

Sch. Admiral Dewey, Quero Bank, 3000 lbs. salt cod, 12,000 lbs. halibut.
Sch. Parthia, Bay of Islands, N. F., 800 bbls. frozen herring, 13 bbls. salt herring.
Sch. Gossip, Bay of Islands, N. F., 1200 bbls. salt herring.
Sch. Colonial, Bay of Islands, N. F., 450 bbls. frozen herring, 600 bbls. salt herring.
Sch. Morning Star, via Boston.

Today's Fish Market.

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Eastern "halibut" codfish, \$5.25 per cwt. for large and \$4.12 1-2 for small.

Bank halibut, 10 cts. per lb. for white and 8 cts. for gray.

Splitting prices of fresh fish; Large Eastern cod, \$2.87 1-2; medium do., \$1.75; large Western, cod \$2.87 1-2; medium do., \$1.75; haddock, \$1.10; cusk, \$1.75; hake, \$1.40; pollock, 95 cts.

Salt handline Georges codfish, \$5.25 per cwt. for large, \$4.25 for medium.

Salt Trawl Georges codfish, \$5.00 for large \$3.50 for medium.

Salt hake, \$2.00.

Salt haddock, \$2.00.

Salt cusk, \$2.25.

Salt pollock, \$1.75.

Newfoundland salt herring, \$4.25 per bbl.

Sch. Emily Sears, shore.

Boston.

Sch. Lillian, 15,000 cod.

Sch. Rita A. Viator, 5000 haddock, 1000 cod, 1000 hake.

Sch. Sadie M. Nunan, 6500 haddock, 800 cod.

Sch. Annie and Jennie, 600 haddock, 3000 cod.

Sch. Two Sisters, 4000 cod.

Sch. Ignatius Enos, 1500 cod.

Sch. Mary Emerson, 1000 pollock.

Sch. Mina Swine, 4500 haddock, 500 cod, 2000 hake.

Sch. Mary A. Whalen, 50,000 haddock, 10,000 cod.

Sch. N. A. Rowe, 4000 cod.

Sch. Olive F. Hutchins, 9000 haddock, 1000 cod, 2000 hake.

Sch. Mary Edith, 3000 haddock, 1000 cod, 3000 hake, 1000 cusk.

Sch. Hope, 4000 haddock, 1500 cod, 4000 hake.

Sch. Seaconnet, 8000 haddock, 500 cod.

Sch. Belbina P. Domingoes, 14,000 haddock, 2000 cod, 1000 hake.

Haddock, \$2.50 to \$4.50 per cwt.; large cod, \$5.50; market cod, \$3.50; hake, \$2.25; cusk, \$1.75; pollock, \$2.50.

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Good Stock and Share.

The little steamer Water Witch, Capt. Alexander Sargeant, stocked \$6500 for the season of 1906, her crew of six men sharing \$525 on the halves in nine months.

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Steamer Spray at Boston.

The steam otter trawler Spray is at Boston today with about 50,000 pounds of fresh fish and struck a pretty good market. The craft was badly iced up.

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FIVE DAYS IN THE GULF.

Sch. Dauntless, Herring Laden, Had Terrible Weather.

Reached North Sydney Monday Completely Encased in Ice.

Sch. Dauntless, Capt. Alfred Thorpe, of this port, bound home from Bay of Islands, N. F., with a big cargo of salt herring, put into North Sydney, C. B., Monday forenoon, completely encased in ice with some of her bulwarks gone and some of her sails torn.

Capt. Thorpe reported a very tough experience since coming out by South Head and had been five days in the Gulf of St. Lawrence, encountering intense cold and terrible weather. All hands had to work steadily pounding ice off the vessel to keep her from becoming unmanageable. She looked like a floating iceberg as she came up North Sydney harbor. Necessary repairs will be made there before proceeding.

The British sch. Peerless arrived at Boston yesterday afternoon with 800 barrels of frozen herring.

VESSELS ICED UP.

Sch. Hope Touched in Broad Sound But Floated.

The fishing schooner that came to T wharf during Tuesday night and in the early morning showed plain signs of the rough weather they had passed through, and the hulls were coated with ice. The vessels had met the cold snap coming up the bay, and the men showed the effect of it.

The schooner Hope, on her way in during Tuesday night, went ashore in Broad sound. Some of the crew went ashore and telephoned for a towboat to help the vessel off, but she was freed by her own men before the towboat got down to her.

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CAPT. YOUNG ARRIVES HOME

Gives Interesting Story of Whole Herring Season.

PRAISE FOR CAPT. O'RIELLEY.

Also for the Potomac and All Those in Charge of Her.

Capt. Carl C. Young, of this city, who has been at Bay of Islands, N. F., since the opening of the herring season, arrived home this morning, coming via steamer and rail.

Capt. Young is generally accorded by the fishing interest, captains and men, as being an authority on the Newfoundland herring fishery, a man of keenest judgment, and one well qualified to judge of any matters connected with the prosecution of this most important branch of the fisheries, so his ideas and opinions of the industry as conducted this season are of great value.

Capt. Young is a man who is interested himself in the fishery, having two of his own vessels there, and in addition to this, was in charge of the loading of the fleet of Capt. John Chisholm.

The fact that he has succeeded in loading his own vessels and those of Capt. Chisholm, even after a craft bound down with fishing gear to him was lost with all the dories and gear, is a feat of which to be proud; but Capt. Young, with his characteristic modesty, gives a great deal of credit to his companions in arms, as it were; the skippers, who, realizing his position, stood by him and loaned to him every bit of fishing gear which they were able to spare. Therefore it is a brilliant commentary that this man, virtually cast down and out by the loss of sch. Alert, which carried the dories and gear for the fleet of Capt. Chisholm and himself, should, through his own well known indomitable ability and the helping hand of a few friends among the skippers over